

## IN THE SPECIFICATION

Please amend the specification as marked up below:

On page 3, please delete the word "a" at the end of line 9.

The replacement paragraph reads:

Another known solution is the transfer equipment with a changeable gear ratio according to the patent documentation no. 281 220 that mainly relates to motor vehicles that contain a between the input and output, a differential mechanism that has three inputs. The disadvantage of the given solution is the high price, heavy weight, low efficiency and great complexity, especially if it contains a greater number of geared wheels with various transfer (gear) ratios as required by current industrial trends.

On page 7, line 1, please change the word "driven" to - -driving - -. The replacement paragraph, which begins on page 6 and continues to page 8 should read:

The disclosed device according to fig. no. 3 is formed of a driving eccentric geared segment 1 that is located in the axis of rotation  $C_1$ . The axis of rotation  $C_1$  is placed outside of the center of ~~driven~~ driving eccentric geared segment 1. On the periphery of driving eccentric geared segment 1 is formed of a driving gearing 121 that is formed of driving teeth 121 whose number is  $z_1$ . The module of driving teeth (cogs) 121 has a value of  $m_1$ . The driven eccentric geared segment 2 is placed in the

axis of rotation  $C_2$ . The axis of rotation  $C_2$  is placed outside of the center of driven eccentric geared segment 2. On the periphery of co-engaged driven eccentric geared segment 2 is formed a driven gearing 22 that is formed of driven teeth (cogs) 221 whose number is  $z_2$ . The module of driven cogs 221 has a value of  $m_2$ . The cogs 212 of driving gearing 12 are meshed with driven cogs 221 of the driven gearing 22 while the constant axial distance between the axis of rotation  $C_1$  and axis of rotation  $C_2$  is  $a$ . The module of driving cogs 121  $m_1$  is identical with the module of driven cogs (teeth) 221 that has a value  $m_2$ . The spacing of driving teeth 121 has a value of  $t_1$  is identical with the spacing  $t_2$  of driven teeth 221 whose number is  $z_2$  and is the same as  $z_1$ . The center axis  $A_1$  of the driving eccentric geared segment 1 is parallel to the center axis  $A_2$  of the driven eccentric geared segment 2. The spacing of center axis  $A_1$  and the axis of rotation  $C_1$  is the eccentricity  $e_1$  that is identical with the eccentricity  $e_2$  that is the spacing of center axis  $A_2$  and axis of rotation  $C_2$ . The spacing radius  $r_1$  of the driving eccentric geared segment 1 is changed based on the angle of turning (rotation)  $\alpha$  and the spacing radius  $r_2$  of the driven eccentric geared segment 2 is changed based on the angle of turning (rotation).